PAUL SEIDLER: Thank you. Sure appreciate the audience we have here today. It's great to see this many people interested in the project. And I encourage you to continue to stay involved. I recently was appointed Senior Director at NEI, the Nuclear Energy Institute. I'm based here in Nevada, have lived here since 1989 and raised four children here.

1 My expertise primarily is in the area of transportation. I'll talk a little bit about that today. I'll be followed by Rod McCullum from NEI who will talk about the Repository EIS.

A little bit of background information on nuclear power, presently provides 20 percent of our electricity in the United States. There are 104 reactors located approximately -- within 75 miles of 150 million Americans. There are roughly 430 reactors in the world providing 16 percent of the energy in the world, and there are roughly 40 reactors under construction across the world at the present time.

Regarding transportation for folks who aren't particularly familiar with the routing, the Caliente route is the route that is -- DOE seems to be moving forward with. It avoids the metropolitan area of Las Vegas. It comes close to roughly 4,000 people -- when I say "roughly," I'm talking within a 10 mile or so distance of the railroad route as it travels through Nevada.

That will be the primary mode of

transportation to the repository. There will be roughly three to four thousand shipments. To put that in context, that's roughly the same number of shipments that we've already had in the United States. We've had roughly 24,000 shipments internationally. There's never been a release of the radioactive content during the transportation over the last 40 to 50 years.

I've personally escorted radioactive waste shipments, spent nuclear fuel shipments. It's a ceramic pellet that's in a steel rod. The content in a rail cask weighs roughly 20 tons. The container weighs approximately another 100 tons, a very robust container.

We have a table out front with a lot of different information, including a DVD that goes through the testing process so you can see the actual testing of a cask and you can also learn from emergency responders from around the country who have experienced transporting spent fuel.

Most of our shipments to date have been between reactors to national labs, that sort of thing. Nevertheless, extensive experience thus far in shipping. Some people are surprised by that. They assume there haven't been shipments since we don't have a repository, but that's not the case.

I encourage people to pick this up. If you would like to reach NEI, like to contact me, I can personally be contacted at PES@NEI.org. I'll also have information how to contact me out front.

Regarding specific comments on the SEIS, just

want to talk a little bit about the robust design of the shipping containers that are used. Used nuclear fuel is transported in vault-like containers that have already -- pretty much described. They utilize multiple barriers of steel, lead. They weigh roughly 75 to 125 tons, rail containers do.

The containers are required to withstand a 30-foot fall onto an unyielding surface, which is the equivalent of a 120 mile-per-hour train wreck; a 40-inch fall onto a 6-inch spike, followed by 30 minutes in a fully engulfing fire of 1,475 degrees, and followed by submergence in water.

There's been extensive engineering analysis and full-scale testing to confirm the capability of these containers to withstand these extreme events. The containers have also been placed on trains and trucks, tied to rocket sleds and crashed at high speeds. We're talking speeds of upwards to 80 mile-per-hour. And they've maintained their integrity and demonstrated their capability to withstand the most severe accidents.

All containers must be certified by the Nuclear Regulatory Commission. Certification requires that exacting engineering and safety criteria be met. The EIS, the fact that the EIS shows that the impacts to Nevada from transportation will be small, is completely consistent with our experience in shipping 3,000 times in the United States, consistent with the international experience of 24,000 shipments.

2 We believe that the use of dedicated trains as the department plans to do is the best and most efficient method to ship used fuel. And we support the construction of the Caliente railroad.

To the extent that material must be shipped on highway, the governor of Nevada, like any governor in the United States, has the ability to designate alternative routes for these shipments. So the State has the ability to make sure that the material avoids the Las Vegas Valley.

Finally, on behalf of Nye County Commissioner Gary Hollis, he wasn't able to complete his comments, so I'll read a comment that he wanted to include for the record regarding the licensing process.

"DOE intends to submit its license application no later than June 30, 2008. That license application process will either advance or terminate this program based on its merits, but only its merits.

"The NRC has been charged with the responsibility of that judgment, and regardless of one's position either for or against, we need to see an end to the stalling tactics and politicizing the science and bringing this project to a conclusion." I read that on behalf of Gary Hollis. Thank you for your time, and I look forward to visiting with you.